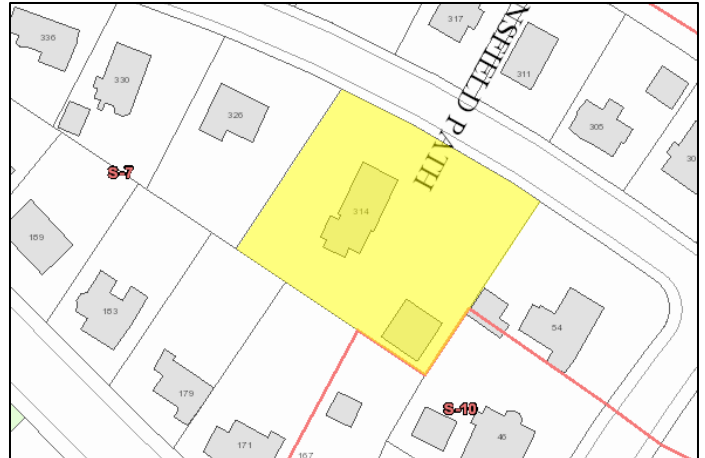


Brookline Preservation Commission

Demolition Application Report

Address: 314 Clark Road
Applicant: Mels Brookline LLC
Building Type: House (full) & Garage (full)
National Register Listing (if Applicable): None



Historical/Architectural Significance:

The Colonial Revival home at 314 Clark Road was designed by architect Luther Greenleaf, built by Thomas Nelson for developer John D. Hardy in 1912. Luther Greenleaf studied architecture in Boston and opened his first office there in 1895 with Albert Cobb, an MIT graduate who studied at Peabody & Stearns. The firm was very active in the Graffam McKay development area, designing many homes there including 51 Abbotsford Road, birthplace of Robert F. Kennedy. Greenleaf also designed another home on Clark Road, number 333.

Planning for the Clark Road subdivision began as early as 1893 when plans for the road on land owned by Eugene R. Knapp appear on the Town atlas. By 1900 the area was subdivided under the ownership of the Curtis family, parcels stretching from Clark Road south to Holland Road, between Dean Road to the west and Cotswold Road to the east. Little development happened before 1907, but by 1913 nearly all parcels in the subdivision were built. The Clark Road area is a good example of a modest residential development in Brookline in the early 1900's; homes are designed in Colonial or English Revival styles popular at the time.

The 2 ½ story brick veneer home is sited perpendicular to Clark Road, the two five-bay center entry elevations opening to the side-yard lawns rather than the street. Both entries are framed with gabled porticos, returns resting on columns and pilasters. Modillions embellish the cornice of the side elevations as well as the gabled porticos. An 2 ½ story ell extends two bays to the rear of the house, its gabled roofline tucked under the gable of the main roof. Four gabled dormers line the roof of both left and right elevations, three on each side of the main house and one on each side of the ell.

The first resident of the home was Laura E.L. Jackson in 1913. Laura was the widow of Henry W. Jackson, who died of Brights disease in 1900. Henry was a merchant with the Tudor Company for the first 20 years of his career. He joined

the Boston Stock Exchange in 1880 and at the time of his death was the senior member of Francis Henshaw & Co at 42 Congress Street in Boston. The Jacksons lived with their two sons Walter and Malcolm at 253 Kent Street. After Henry's death, Laura moved to 1489 Beacon Street, where she lived until moving to 314 Clark.

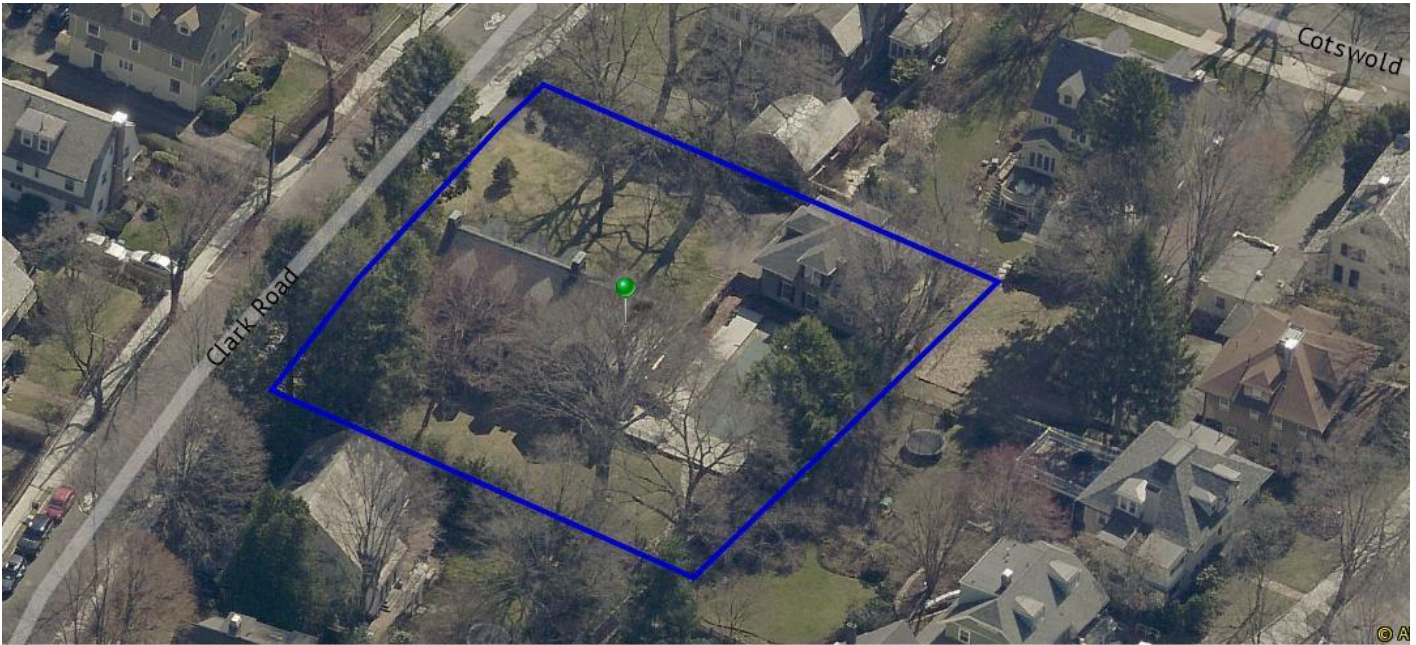
Laura constructed a stucco garage to the rear of the lot in 1913, designed by James Purdon and built by James P. Leighton. The 1 ½ story hipped roof building has gabled dormers on all four sides, wide eaves and exposed rafters. This garage was designed with a single family apartment on the second floor, apparently to house domestic help. In the same year she added a balcony over the porch to the rear of the home, for use as a sleeping area. The 23'x6' porch had a flat roof.

The house at 314 Clark Road meets the following criteria for an initial determination of significance:

c. The building is associated with one or more significant historic persons or events, or with the broad architectural, cultural, political, economic, or social history of the town or Commonwealth; and

d. The building is historically or architecturally significant in terms of its period, style, method of construction, or its association with a significant architect or builder, either by itself or as part of a group of buildings.

The building at 314 Clark Road retains integrity of location, design, setting, feeling, materials, and workmanship.



Aerial view of 314 Clark Road, looking east.



Aerial view of 314 Clark Road, looking north.



Aerial view of 314 Clark Road, looking west.



Aerial view of 314 Clark Road, looking south.



Left elevation, showing center entry facing the side yard (top); side gabled façade as seen from Clark Street.





Right elevation, showing center entry facing the right side yard, with gabled ell and flat roofed porch to the rear.





Right and rear elevations





Garage, views from Clark Road





Garage, front elevation (top); right elevation (bottom)





Garage left elevation (top); rear elevation (bottom)

